

PLANNING COMMISSION REPORT



MEETING DATE: July 9, 2003

ITEM NO. _____ GOAL: Coordinate Planning to Balance Infrastructure

SUBJECT

Desert Vista Church Charter School

REQUEST

Request to approve a conditional use permit for a private/charter school on a 7.5 +/- acre parcel located at 18201 N 94th Street with Single Family Residential, Environmentally Sensitive Lands (R1-35 ESL) zoning.
7-UP-2003

Key Items for Consideration:

- This is a new charter school surrounded by future homes and the Reata Wash.
- The closest existing homes are ¼ mile to the north (Ironwood Village).
- This development will utilize DC Ranch's Master Development Plans for infrastructure.
- This site will be shared with a future church.
- Residents within Ironwood Village neighborhood have concerns about traffic and school operations.

Related Cases:

7-AB-2003

OWNER

Desert Vista Church
480-368-0888

APPLICANT CONTACT

Toby Rogers
GDA Southwest
602-667-0444

Leona Group Charter School

LOCATION

18201 N 94th St

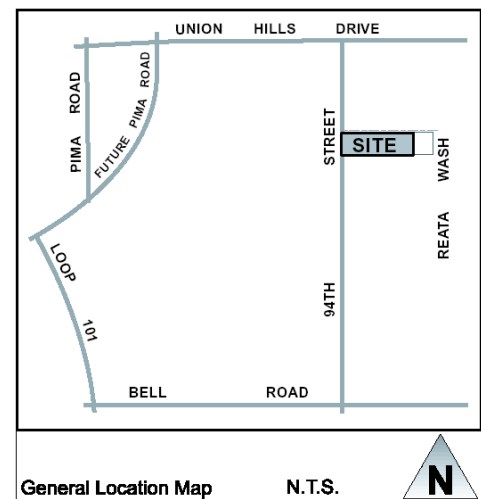
BACKGROUND

Zoning.

The subject property is zoned Single-Family Residential/Environmentally Sensitive Lands District (R1-35/ESL), which allows residential uses as well as municipal uses, public schools, and places of worship without additional approval by City Council. Other uses allowed through a Conditional Use Permit include private or charter schools.

General Plan.

The Land Use Designation for the subject property is Suburban Neighborhoods that encourages residential zoning. Densities in Suburban Neighborhoods are usually more than one house per acre, but less than eight



houses per acre. The General Plan Land Use Element and Neighborhood Elements encourage the integration of schools in neighborhoods.

Context.

This property is located on future 94th Street approximately ¼ mile south of Union Hills Drive and ¾ mile north of Bell Road, and near DC Ranch's Planning Unit I. The area is currently open desert that has been used for cattle grazing and is relatively flat (lower desert landform). DC Ranch Planning Unit I is zoned for both residential and commercial land uses, and has land allocated for a public park.

The 7.2-acre property and will have access from the future 94th Street connecting Union Hills Drive to Bell Road. The surrounding properties are zoned Single-Family Residential/Planned Community District and Single-Family Residential/Environmentally Sensitive Lands District (R1-7/PCD, R1-35/ESL, R1-7/ESL).

**APPLICANT'S
PROPOSAL**

Goal/Purpose of Request.

This is a request for a new charter high school for grades 9 through 12, which will be used in conjunction with the future Desert Vista Church. There will be 2 shifts of students on the campus Monday through Friday, with a morning shift (8am-noon) and an afternoon shift (1pm-5pm). There are 12 proposed classrooms and each shift will have maximum 300 students (25 students per classroom). There will be no more than 300 students on campus at any one time. Extra-curricular activities, such as sports, music, or other after-school clubs are not proposed, so this school will not be used for evening activities.

The one-story buildings are proposed to be located approximately 600 feet from the future 94th Street to the west and approximately 190 feet from the Reata Wash to the east. The buildings will also be set back a minimum of 30 feet from the north and south property lines, and will be oriented inward to help reduce noise impacts on the surrounding area. No outdoor field or sport court lighting is proposed.

Development information.

- *Existing Use:* Open Desert
- *Proposed Use:* Charter School and Church (church does not need a conditional use permit)
- *Parcel Size:* 7.2 acres
- *Number Classrooms:* 12
- *Number Students:* 300 maximum per shift (1 morning and 1 afternoon shift)
- *Building Height Allowed:* 24 feet
- *Proposed Floor Area:* 12,000 sq.ft. for charter school
- *Parking:* 70 spaces required, 157 provided

IMPACT ANALYSIS

Traffic.

The streets in the vicinity of the site (94th Street and Union Hills Road) will be constructed as part of a DC Ranch Community Facilities District (CFD). Access to the church will be from future 94th Street connecting Union Hills Drive to Bell Road. It is anticipated that the streets will be constructed by the summer of 2004.

Analysis of the trip generation demonstrates that the proposed charter high school would generate 968 trips per day to and from the site, with and estimated 280 trips occurring during the a.m. peak hour and 284 trips occurring during the p.m. peak hour. This represents an increase of 855 daily trips over site development as single family residential, and increase of 781 daily trips than if the entire campus were developed for exclusive church use. There is no bussing provided by the school, and carpooling by students is anticipated.

The trip generation numbers are for the ultimate student enrollment of 300 students for any one session, and are presented in the following table:

TRIP GENERATION COMPARISON TABLE

LAND USE	Daily Total	AM Peak Hour	PM Peak Hour
R1-35 Land Uses			
Single Family – 9 dwelling units	113	16	12
Church – 20,510 s.f.	187	15	14
Total	300	31	26
Proposed Land Use			
Church Office (weekdays) – 7,910 s.f.	72	6	5
Charter High School - 300 Students	896	274	279
Total	968	280	284

The proposed signalized intersections on 94th Street with Union Hills Drive and Bell Road are expected to operate at acceptable levels of service (LOS D or better for all movements) with the addition of the school traffic. The two proposed site driveways on 94th Street are also anticipated to operate at acceptable levels of service (LOS B or better for all movements). On-site circulation and site access are satisfactory with the provision that the northern site driveway be restricted to exit only.

Airport Vicinity.

The property is located within the Scottsdale Municipal Airport influence area, and the applicant is working with the airport staff to provide proper disclosure of airport activities to site users (see Attachment 8A; airport influence area map).

Water/Sewer.

The applicant is responsible for new water and sewer infrastructure to service the site, and will utilize DC Ranch's Master Development Plans that provide for water and sewer lines within the 94th Street alignment.

Police/Fire.

Police and fire facilities exist nearby in the DC Ranch Master Planned Community, and no service impacts are anticipated.

School District.

Scottsdale Unified School District indicates there are no capacity issues because there is no rezoning proposal or new homes proposed to increase the number of students.

Open space.

The rear (easternmost) 1.5 acres of the property along the Reata Wash will be left as natural area open space (NAOS).

Use Permit Criteria.

Conditional use permits, which may be revocable, conditional, or valid for a specified time period, may be granted only when expressly permitted after the Planning Commission has made a recommendation and the City Council has found as follows:

- A. That the granting of such conditional use permit will not be materially detrimental to the public health, safety or welfare. In reaching this conclusion, the Planning Commission and the City Council's consideration shall include, but not be limited to, the following factors:
 1. Damage or nuisance arising from noise, smoke, odor, dust, vibration or illumination.
 - **The school generates no smoke, odor, dust, or vibration.**
 - **The buildings will also be set back a minimum of 30 feet from the north and south property lines, and will be oriented inward to help reduce noise impacts on the surrounding area.**
 - **No outdoor field or sport court lighting is proposed.**
 2. Impact on surrounding areas resulting from an unusual volume or character of traffic.
 - **Traffic can be accommodated with the planned street network for the area, with acceptable levels of service at intersections.**
 - **It is anticipated that the majority of the traffic will remain on collector and arterial streets planned to serve the area.**
 3. There are no other factors associated with this project that will be materially detrimental to the public.
 - **The proposal provides adequate parking to serve the school and associated church.**
 - **The one-story buildings are proposed to be located approximately 600 feet from the future 94th Street to the west and approximately 190 feet from the Reata Wash to the east.**
- B. The characteristics of the proposed conditional use are reasonably compatible with the types of uses permitted in the surrounding areas.
 - **The General Plan recommends that schools be located in residential areas along collector streets so that they are accessible but exposed to low volumes of traffic.**
- C. The additional conditions specified in Section 1.403, as applicable, have been satisfied.
 - a. **The site is 7.2 acres in area, more than the minimum required 86,000 square feet.**
 - b. **The gross floor area proposed is 6% of the site, less than the maximum allowed 20%.**
 - c. **There are no proposed outside speakers or bell systems.**

- d. The site plan provides in excess of the required 26% open space.
- e. The parking conforms with the ordinance requirements and will be screened from the adjacent streets.
- f. No lighting is necessary for the school. Parking lot lighting will be installed for the church, and will meet the 16-foot maximum height requirement, 30-foot setback requirement, and will be shut off by 10:00 p.m. (except security lighting).
- g. A 6-foot screening wall and/or landscaping will be provided along the north and south property lines, and landscaping screening will be provided along the east and west property lines.
- h. Access will be provided from a collector street (94th Street), and there will be no side street access. The proposed drop off area conforms to the requirement for 5 cars at one time.
- i. No outdoor activities are proposed after 8:00 p.m., which is an activity prohibited unless granted through a special event permit.
- j. All buildings will be designed to be compatible with the surrounding residential neighborhood. The Development Review Board will approve all building elevations.
- k. The applicant's circulation plan minimizes conflicts between the student drop-off area, parking areas, and pedestrian areas.

Community involvement.

The applicant has had discussions with representatives from DC Ranch, surrounding property owners, and Ironwood Village. The applicant continues to meet with Ironwood Village neighborhood to address their concerns regarding traffic and the school operations (see Attachment 8 for multiple responses).

Community Impact.

This development will utilize DC Ranch's Master Development Plans to address water, wastewater, drainage, and circulation issues. The nearest existing residential neighborhood is ¼ mile to the north, and future homes are expected to be platted directly to the north and south of this property.

Policy implications.

The addition of this school to the community would result in additional school facilities available to the general community. The General Plan Land Use Element and Neighborhood Elements encourage the integration of schools in neighborhoods, and the use permit criteria help ensure that the school is compatible with the surrounding neighborhood.

**STAFF
RECOMMENDATION**

**RESPONSIBLE
DEPT(S)**

STAFF CONTACT(S)


Recommended Approach:

Staff recommends approval, subject to the attached stipulations.


Planning and Development Services Department
Current Planning Services

Tim Curtis
Project Coordination Manager
480-312-4210
E-mail: tcurtis@ScottsdaleAZ.gov

APPROVED BY



Tim Curtis
Report Author



Randy Grant
Chief Planning Officer

ATTACHMENTS

1. Applicant's Narrative
2. Context Aerial
- 2A. Aerial Close-Up
- 2B. Context Map
3. Land Use Map
4. Zoning Map
5. Stipulations
6. Additional Information
7. Traffic Impact Summary
8. Citizen Involvement
- 8A. Airport Area Noise Area Map
9. Site Plan

USE PERMIT NARRATIVE

GDA

DESERT VISTA CHURCH
CASE NO. 7-UP-2003

This application request a use permit for a "Public" Charter High School (grades 9 through 12), to be used in conjunction with the Desert Vista Church and supporting educational facilities to be located at 18201 N. 94th Street in Scottsdale, Arizona. Our property is zoned R1-35 ESL and adjacent properties are zoned R1-7 PCD or R1-35 ESL.

Under this request, the Church and the Leona Group Charter School are proposing to share classrooms facilities. The School will use the facilities Monday thru Friday, the Church on Sundays, Weeknights and Saturdays.

There will be two shifts of students on the campus during school days, a morning shift (8am to noon) an afternoon shift (1pm to 5 pm). Based on the 12 classrooms proposed, each shift can hold up to a maximum of 300 students per shift. This could total up to 600 students per day, but only 300 students could be on the campus at one time. The School does not operate during holidays and the summer break period. There will be 12 classrooms of approx. 800 sf. each and the teacher's administration area is approx. 2,000 sf. This is a total of approx. 12,000 sf of the Church's 21,000 sf facility.

The Church/School buildings have been located over 600 feet back from the front street (94th Street) and over 30 feet from the planned adjacent residential neighborhoods to further reduce noise that might be of concern. There will be a minimum of 15 feet of landscaping buffer between the planned residential neighborhoods abutting the north and south side of the site, with future walls to be built by the developer of those subdivision.

The classroom buildings have oriented on the site to turn classroom doors and hallways inward to contain and screen student conversation and activities from adjacent property owners. The outdoor central courtyard activity area is enclosed on three sides by buildings, completely screening this area from adjacent residential properties. This courtyard is open towards the mountains to reinforce quieter, more contemplative activities. Extra-curricular activities such as sports, bands, or other after-school clubs will not be allowed by the School. There will be no ballfields, sport court lighting, outside speaker systems, bells, or playground for the School.

Lighting will not be a factor for the use permit since the School will operate only during daytime hours. However, For the Church, Parking lot lighting will be no taller that 16 feet in height, setback a minimum of 30 feet from surrounding future residences, and turned off by 10 pm (execept necessary security lighting)

The traffic issues have been studied through a TIMA report completed end of May 2003. The report indicated here were no adverse traffic factors affecting the surrounding area(s).

The report indicated the largest traffic volume would be approx. 338 trips during the peak hour of 12:30pm to 1:30pm during school day shift change. It should be noted that we believe the actually traffic volumes will be substantially less than this because of two factors; there are only 120 parking spaces available to students, and traditionally only a third of the student population has a license to drive to school (approx. 100 cars). There is a drop off area to accommodate 5 cars.

94th Street, fronting our property is classified as a minor collector. There will be no access provided through local residential streets. Initially, we anticipate the traffic flow will exit and enter from our parking lot onto 94th Street from the intersection of Bell Rd. and 94th Street to the south. When the Union Hills Rd. re-alignment is completed, with a connection to Pima, we anticipate the traffic flow to split evenly to the south along 94th Street to Bell Rd. and then north to the intersection of 94th street and Union Hills, with the majority of cars turning west on Bell Rd or Union Hills to connect to Pima Rd or the 101, respectively. This will divert traffic out of existing neighborhoods. There will be no bus traffic at this school.

We anticipate many students will ride their bike or walk to school as the DC Ranch and Toll Brothers Neighborhoods develop. And we have set aside a pedestrian trail to connect 94th street on the western edge of our property to the trail system east of our property which we anticipate some students will utilizing in cooler months.

ATTACHMENT #1



SOUTHWEST LLC

We believe this Charter School fulfills a need for the surrounding neighborhoods since voter's turned down a 54 million bond issue for a new High School in north Scottsdale. The current schools are overcrowded and the neighborhoods continue to grow. Although we recognize this will not solve all the overcrowding issues because this is a relatively small campus, only 12 classrooms, we do recognize that it will help to alleviate some of the overcrowding issues we face as a city. We are excited to offer a high quality educational experience to the students that live in the immediate area.

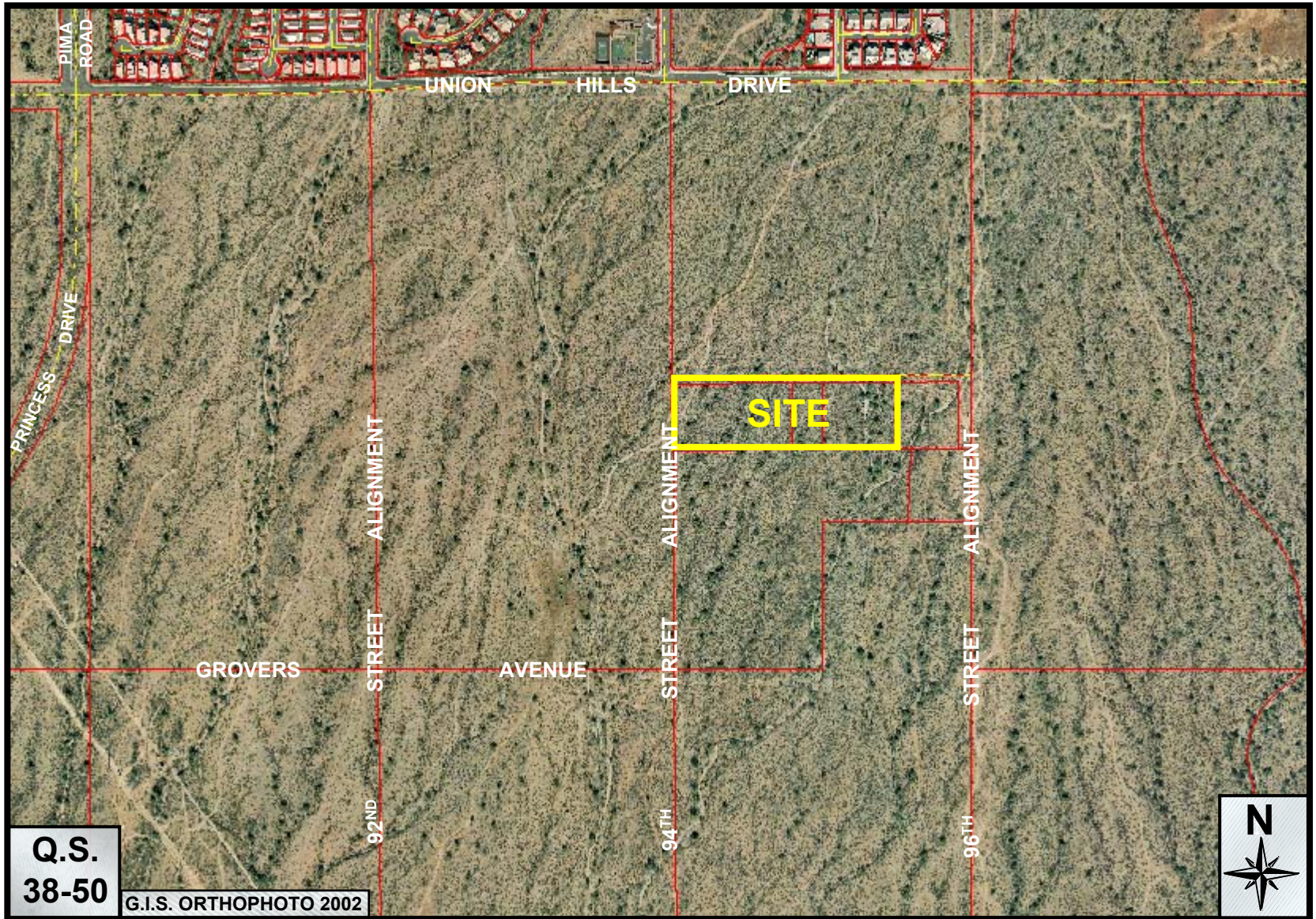
We believe this Charter School is very compatible both in use and design, and we've taken all steps to minimize the size and impact to surrounding areas. It is currently a quarter mile from the nearest neighborhood. In the planning for this new High School both The Leona Group and Church Leadership Board realize that a School which emphasizes an academically accelerated college preparatory experience would fit well within this community. To that end this school will be developed, maintained, and operated. The Leona Group does an excellent job of matching a particular school to the needs of the parents, students, and immediate community.

The granting of this conditional use permit will not be materially detrimental to the public health, safety, or welfare. There will be no damage or nuisance arising from noise, smoke, odor, dust, vibration, or illumination. Our desire is to improve the quality of life to the residents in our area. We have a great desire to see the teens of our area to continue to receive a high quality educational experience. There is a great need in our area for more schools. The existing high schools in our area are packed and further more not all students excel on a large campus setting of 2500 to 3000 students. We desire to offer a high quality educational experience for the students in our community without the huge student population. We believe that many students and parents will benefit from this school both in ease of location and educational experience.

The characteristics of the proposed use are reasonably compatible with the types of uses permitted in the surrounding areas. A school, church, homes, trails, and parks work together for a well rounded and healthy community.

The following additional conditions have been satisfied or will be complied with as a condition to this use permit request:

1. Lot Area: Net lot area of 320,000 sf exceeds the minimum 86,000 sf lot area required.
2. Floor Area Ratio: F.A.R. is 6% of the site area, well below the 20% maximum requirement.
3. Outdoor Speakers: There will be no outdoor music, speaker systems or school bells.
4. Open Space: The combined natural open space and open space exceeds 50% of the site area.
5. Parking: Parking has been located behind building lines and nested between two existing washes to minimize its impact. Parking areas have been pushed 300 feet back into the property and parking lot landscaping is over 30% exceeding the 15% minimum requirement.
6. Exterior Lighting: All exterior lighting will be shielded, mounted a maximum of 16 feet above grade and turned off before 10:00 p.m.
7. Screenwalls: Screenwalls will be provided adjacent to residential properties as required by the Development Review Board approval.
8. Access: All access to the Church is off of 94th Street, which is a minor collector street.
9. Operations: No outdoor operations will occur after 8:00 p.m. without special permit.
10. Building Design: Buildings are designed to be very compatible with the style and color of the surrounding DC Ranch development.
11. Site Circulation: Vehicular circulation has been designed to minimize conflicts by plan and by the use of "restricted parking" or "no parking" areas.



Desert Vista Church

7-UP-2003

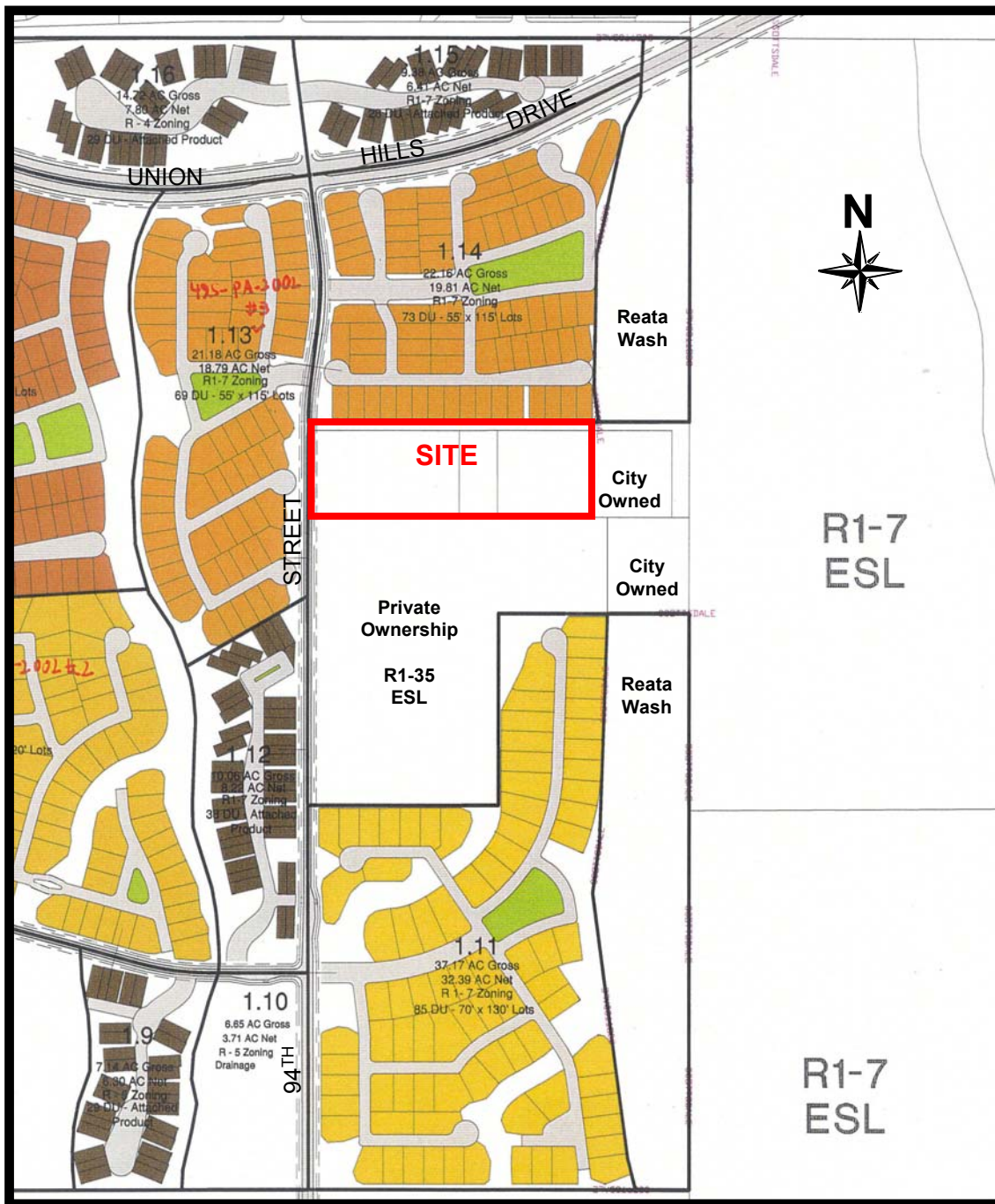
ATTACHMENT #2



Desert Vista Church

7-UP-2003

ATTACHMENT #2A

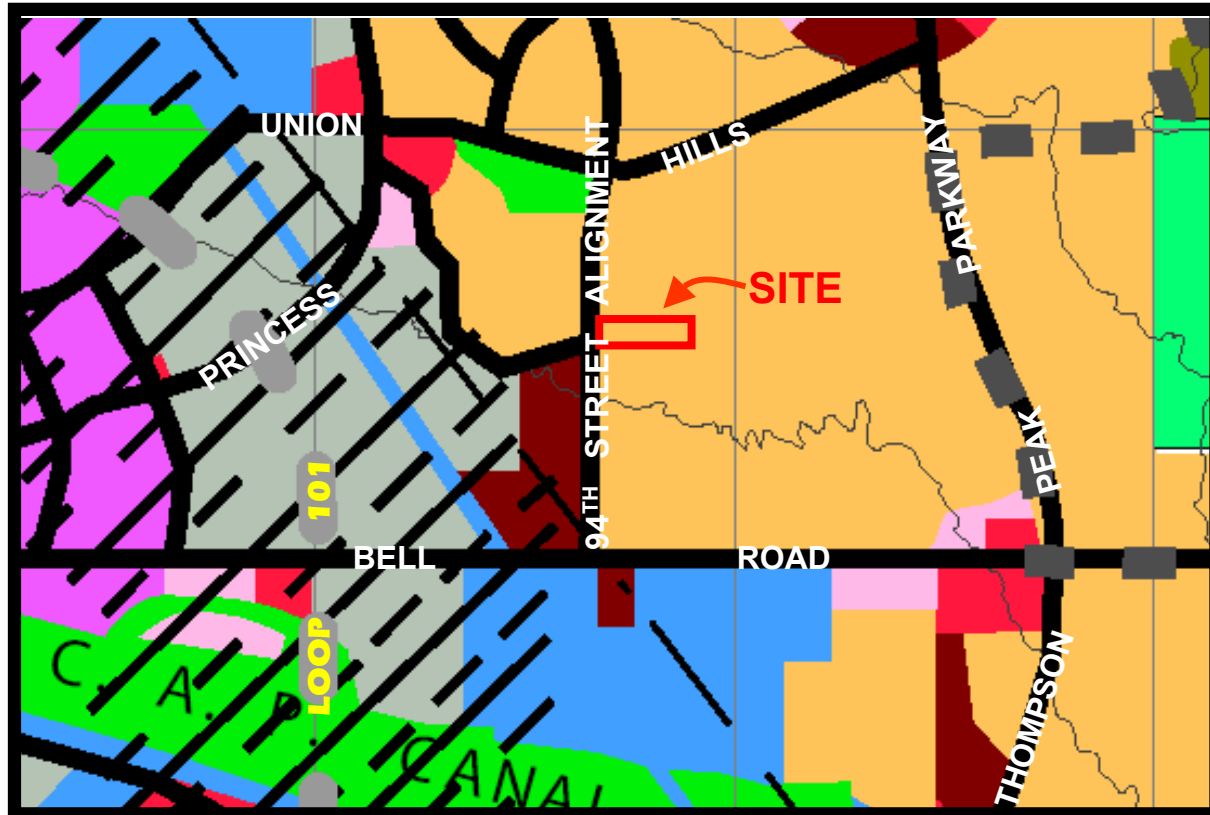


Desert Vista Church Charter School

7-UP-2003

ATTACHMENT #2B

General Plan



- | | |
|-------------------------|--------------------------------------|
| Rural Neighborhoods | Commercial |
| Suburban Neighborhoods | Office |
| Urban Neighborhoods | Employment |
| Mixed-Use Neighborhoods | Natural Open Space |
| Resorts/Tourism | Developed Open Space (Parks) |
| Shea Corridor | Developed Open Space (Golf Course) |
| Mayo Support District | Cultural/Institutional or Public Use |
| Regional Use District | |

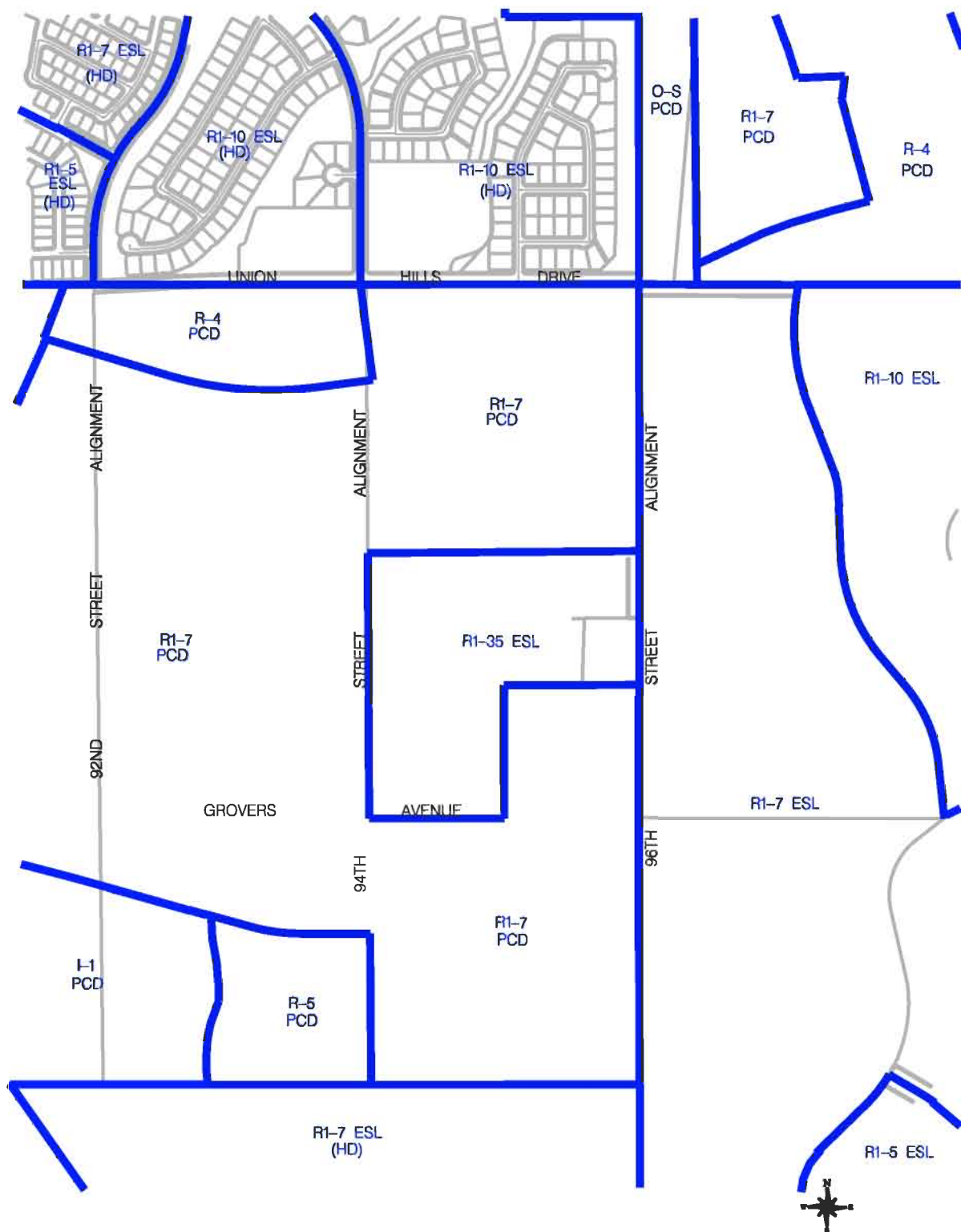
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|---|-----------------------------|
| McDowell Sonoran Preserve (as of 4/2002) | |
| Recommended Study Boundary of the McDowell Sonoran Preserve | |
| City Boundary | Location not yet determined |

Adopted by City Council October 30, 2001
 Ratified by Scottsdale voters March 12, 2002
 revised to show McDowell Sonoran Preserve as of April 2, 2002
 Revised to reflect Case 4-GP-2002, adopted by City Council October 29, 2002



7-UP-2003

ATTACHMENT #3



STIPULATIONS FOR CASE 7-UP-2003

PLANNING/ DEVELOPMENT

1. CONFORMANCE TO DEVELOPMENT SUBMITTAL. Development of the charter school shall conform with the site plan submitted by Gromatzky Dupree Southwest, L.L.C. and dated 6/16/2003. These stipulations take precedence over the above-referenced site plan. Any proposed significant change to the site plan pertaining to the school, as determined by the Zoning Administrator, shall be subject to subsequent public hearings before the Planning Commission and City Council.
2. ENROLLMENT / ATTENDANCE. There shall be no more than two (2) shifts (morning: 8am-noon; and afternoon: 1pm-5pm). Each shift shall have no more than 300 students. There shall be no more than 300 students allowed on campus at any time.
3. HOURS OF OPERATION. Normal school operations shall be conducted between the hours of 7:00 a.m. and 6:00 p.m. Monday through Friday. No outdoor activities shall be permitted prior to 7:00 a.m. or after 6:00 p.m. Normal school operations shall mean formal student instruction and associated support activities.
4. SPORT COURT AND SPORT FIELD OUTDOOR LIGHTING. There shall be no sport court or sport field outdoor lighting.
5. EXTERIOR SPEAKERS/BELLS. There shall be no exterior speakers or bells and all sound originating from the building or outdoor areas shall not be audible at any point along the property lines.
6. SCHOOL DISCLOSURE. Within fourteen (14) days of City Council approval of this use permit, the applicant shall post a temporary sign on the site informing the public that the site will be used as a school. The information on the sign shall be of adequate size (minimum 4'X4') and location to be legible from 94th Street, and shall remain on the site until the school installs a permanent sign or begins normal school operations (whichever is first).
7. AIRPORT DISCLOSURE. With the Development Review Board submittal, the applicant shall provide documentation approved by the Scottsdale Municipal Airport demonstrating proper disclosure of the airport will be provided for the property.

CIRCULATION

1. STREET CONSTRUCTION. Before issuance of any certificate of occupancy for the site, the developer shall dedicate the following right-of-way and construct the following street improvements, in conformance with the Design Standards and Policies Manual:

Street Name/Type	Dedications	Improvements	Notes
94 th Street Minor Collector	30-feet ROW	24' CL-BC, complete minor collector half-street	A

- A. The right-of-way dedication and street improvement for 94th Street shall be in conformance with the approved DC Ranch Planning Unit I Master Circulation Plan.

2. ACCESS RESTRICTIONS. Before issuance of any certificate of occupancy for the site, the developer shall construct the following access to the site. Access to the site shall conform to the following restrictions (distances measured to the driveway or street centerlines) on 94th Street:
 - a. The developer shall dedicate a one-foot wide vehicular non-access easement along 94th Street except at the approved street entrances.
 - b. There shall be a maximum of two site driveways from 94th Street, with a minimum of 240 feet between the two driveways.
 - c. The northern driveway shall be exit-only (egress only).
 - d. The school shall install "DO NOT ENTER" signs at the northern driveway on 94th Street.
 - e. Parking spaces along the main access aisles shall be restricted from use during shift arrival and departure times to eliminate conflicts between vehicles utilizing the drop-off area and vehicles making parking maneuvers.
3. PEDESTRIAN CONNECTIONS. Before any certificate of occupancy is issued for the site, the developer shall construct the following pedestrian connections:
 - a. A minimum five (5) foot wide trail along the east side of 94th Street, separated from back-of-curb by a minimum of 5 feet. The trail shall be constructed with compacted/stabilized decomposed granite or other material approved by plan review and permit services staff, and shall connect to the trail on the northern adjacent development. The trail shall be contained within a minimum 15-foot wide public trail easement, which the developer shall dedicate to the City prior to final plan approval.
 - b. A minimum five (5) foot wide trail between the east and west property lines along the north side of the property, in conformance with stipulations from case 7-AB-2003. The trail shall be constructed with compacted/stabilized decomposed granite or other material approved by plan review and permit services staff, and shall connect to the trail along 94th Street. The trail shall be contained within a minimum 15-foot wide public trail easement, which the developer shall dedicate to the City prior to final plan approval.
 - c. Pedestrian connections from the parking area to the building entrances, as determined by the Development Review Board.
4. MINIMUM SITE ACCESS REQUIREMENTS. Prior to the issuance of any certificate of occupancy for the site, the following streets shall be constructed by the DC Ranch Community Facilities District and accepted by the City of Scottsdale:
 - a. 94th Street – Minimum two lanes, connecting Bell Road to Union Hills Drive;
 - b. Union Hills Drive – Minimum two lanes, connecting 94th Street to Thompson Peak Parkway.

ADDITIONAL INFORMATION FOR CASE 7-UP-2003

PLANNING/DEVELOPMENT

1. **DEVELOPMENT CONTINGENCIES.** The approved development program, including intensity, may be changed due to drainage issues, topography, NAOS requirements, and other site planning concerns which will need to be resolved at the time of site plan approval. Appropriate design solutions to these constraints may preclude achievement of the proposed development program.
2. **DEVELOPMENT REVIEW BOARD.** The City Council directs the Development Review Board's attention to:
 - a. Building and wall design,
 - b. The type, height, design, and intensity of proposed lighting on the site, to ensure that it is compatible with the adjacent use,
 - c. Improvement plans for common open space, common buildings and/or walls, and amenities such as ramadas, landscape buffers on public and/or private property (back-of-curb to right-of-way or access easement line included).
 - d. Walls and landscape screening.
3. **NATIVE PLANT PRESERVATION.** The owner shall secure a native plant permit as defined in the Scottsdale Revised Code for each parcel. City staff will work with the owner to designate the extent of the survey required within large areas of proposed undisturbed open space. Where excess plant material is anticipated, those plants shall be offered to the public at no cost to the owner in accordance with state law and permit procedure or may be offered for sale.

ENGINEERING

1. **RESPONSIBILITY FOR CONSTRUCTION OF INFRASTRUCTURE.** The developer shall be responsible for all improvements associated with the development or phase of the development and/or required for access or service to the development or phase of the development. Improvements shall include, but not be limited to, washes, storm drains, drainage structures, water systems, sanitary sewer systems, curbs and gutters, paving, sidewalks, street lights, street signs, and landscaping. The granting of a use permit does not and shall not commit the City to provide any of these improvements.
2. **FEES.** The construction of water and sewer facilities necessary to serve the site shall not be in-lieu of those fees that are applicable at the time building permits are granted. Fees shall include, but not be limited to, the water development fee, water resources development fee, water recharge fee, sewer development fee or development tax, water replenishment district charge, pump tax, or any other water, sewer, or effluent fee.
3. **STREET CONSTRUCTION STANDARDS.** The street adjacent to the site shall be designed and constructed to the standards in the Design Standards and Policies Manual.
4. **CITY CONTROL OF ACCESS.** The City retains the right to modify or void access within City right-of-way. The City's responsibility to promote safe conditions for the traveling public takes precedence over the stipulations above.

TRAFFIC IMPACT ANALYSIS SUMMARY
Desert Vista Charter High School
7-UP-2003

Summary Prepared by Phil Kercher, COS Traffic Engineering
Traffic Impact Study Prepared by Joseph Spadafino, Kirkham Michael Consulting Engineers

Existing Conditions:

The subject site is located on the 94th Street alignment between Union Hills Drive and Bell Road. The site currently does not have paved access. The streets in the vicinity of the site are planned to be constructed as part of a DC Ranch Community Facilities District (CFD). These streets include 94th Street, Union Hills Drive, and an extension of Thompson Peak Parkway south to Union Hills Drive. This street system will also serve DC Ranch Planning Unit 1 development and the existing Ironwood Village community. It is anticipated that the streets will be constructed by the summer of 2004.

94th Street is designated as a Neighborhood System Street on the Community Mobility Element of the city's General Plan. It is classified as a minor collector street on the city's Circulation Element of the General Plan, which currently serves as the city's Streets Master Plan. 94th Street is planned to be constructed as a three-lane roadway, two through lanes with a center painted median. The intersection of 91st Street Union Hills Drive is planned to be signalized as traffic volumes increase with area development. The intersection of 94th Street with Bell Road is currently signalized, although 94th Street north of Bell Road is currently unpaved and is being used for construction access only.

Union Hills Drive is designated as a Neighborhood System Street on the Community Mobility Element of the city's General Plan. It is classified as a major arterial street west of 94th Street and a minor arterial street east of 94th Street on the city's Streets Master Plan. It is planned to be constructed as a four-lane roadway with a raised median.

Bell Road is designated as a Neighborhood System Street on the Community Mobility Element of the city's General Plan. It is classified as a minor arterial street on the city's Streets Master Plan. It is constructed as a four-lane roadway with a raised median from Pima Road to 94th Street.

Proposed Development:

The applicant has requested a use permit to operate a charter high school on the site, which is planned to be developed as a church campus (worship area, offices, and classrooms). The proposed school would offer classes in four time blocks of 2.5 hours each for students in grades 9 through 12. Maximum enrollment is expected to be reached by the middle by the Year 2004. The requested use permit would allow a maximum enrollment of 300 students on the site at any one time. The four sessions planned are 8:00 to 10:30 a.m., 10:30 a.m. to 1:00 p.m., 1:00 to 3:30 p.m., and 3:30 to 6:00 p.m. Based on experience at the operator's existing schools, the majority of students will attend two sessions. The morning sessions are anticipated to have higher enrollment than the afternoon sessions. There is no bussing provided by the school; carpooling by students is anticipated.

Trip generation numbers for the proposed charter high school are presented in the following table. The trip generation numbers are for the ultimate student enrollment of

300 students for any one session. The Trip Generation Comparison Table also presents trip generation values for the project site under the existing single-family residential (R1-35) zoning. In addition to single-family dwelling units, the single-family residential zoning districts also allow churches without a conditional use permit. Trip generation values are the total number of vehicles entering and leaving the site during the specified time.

TRIP GENERATION COMPARISON TABLE

Land Use	Daily Total	AM Peak Hour			PM Peak Hour		
		In	Out	Total	In	Out	Total
R1-35 Land Uses							
Single Family – 9 dwelling units	113	4	12	16	8	4	12
Church – 20,510 s.f.	187	8	7	15	8	6	14
Proposed Land Use							
Church Office – 7,910 s.f.	72	3	3	6	3	2	5
Charter High School - 300 Students	896	182	92	274	93	186	279
Total	968	185	95	280	96	188	284

The Trip Generation Comparison Table demonstrates that at full enrollment, the proposed charter high school will generate approximately 968 trips per day with 280 trips occurring during the a.m. peak hour and 284 trips occurring during the p.m. peak hour. This represents an increase of 855 daily trips over site development as single family residential, and an increase of 781 daily trips than if the entire campus were developed for exclusive church use.

A traffic impact study was prepared by Kirkham Michael Consulting Engineers under the City's Traffic Impact and Mitigation Analysis (TIMA) Program, which examines the impacts from the proposed development in detail. A copy of this report is included for reference.

Since the infrastructure does not currently exist, projected traffic volumes were utilized for the traffic analysis. Year 2020 projected traffic volumes are based on information contained in the DC Ranch Planning Unit 1 Master Circulation Plan and data from the Maricopa Associated Governments (MAG). Estimated traffic from the school and church uses were added to projected background traffic volumes. Capacity calculations were performed for the future signalized intersections of 94th Street with Bell Road and Union Hills Drive to evaluate the Level of Service (LOS) at the two adjacent major intersections. Capacity calculations were also performed at the two planned site driveways on 94th Street.

Capacity calculations for the two signalized intersections are evaluated for each movement at the intersection, each approach to the intersection, and for the intersection overall. At the two site driveways the level of service was evaluated for each movement for these unsignalized intersections. The results of the capacity calculations at the signalized intersections are presented in the table below.

Level of Service Table

Signalized Intersections	Level of Service	
	AM Peak Hour	PM Peak Hour
94 th Street & Union Hills Drive	B	B
94 th Street & Bell Road	C	D

The table above demonstrates that the level of service for the two signalized intersections in the vicinity of the site will be at acceptable levels with the addition of the school traffic. All of the individual movements at the intersection of 94th Street and Union Hills Drive are anticipated to operate at LOS B or better. All of the individual movements at the intersection of 94th Street and Bell Road are expected to operate at LOS D or better.

The two unsignalized site driveways on 94th Street are also anticipated to operate at acceptable levels of service. All of the movements at these intersections are expected to operate at LOS B or better.

Site Access And On-Site Circulation:

Currently, there are two site driveways proposed from 94th Street to serve both the planned church and proposed school uses. There is a drop-off and pick-up area that will accommodate approximately six vehicles located adjacent to the site buildings. One-way access through the site from the southern driveway to the northern driveway will provide the most efficient means for the anticipated drop-off and pick-up activity. There is also some staff concern about the proximity of the northern site driveway to a planned street intersection to the north on 94th Street. For these reasons, it is recommended that the northern site driveway be restricted to exit only. This will facilitate on-site circulation and eliminate potential left-turn conflicts on 94th Street.

Additional Information:

The final alignment for Pima Road for the section between the 101 Freeway and Union Hills Drive has not been determined. The existing Pima Road does not follow the city's General Plan alignment. The city's Transportation Department is currently working with the concerned citizens and property owners to develop a Design Concept Report for the final alignment. Construction for of this section of Pima Road, which would be widened from four lanes to a six lane cross section with a raised median, is planned for the summer of 2005.

Summary:

Analysis of the trip generation demonstrates that the proposed charter high school would generate 968 trips per day to and from the site with and estimated 280 trips occurring during the a.m. peak hour and 284 trips occurring during the p.m. peak hour. This represents an increase of 855 daily trips over site development as single family residential, and increase of 781 daily trips than if the entire campus were developed for exclusive church use. Capacity calculations were completed for the adjacent signalized intersections on 94th Street with Union Hills Drive and Bell Road. Both intersections are

expected to operate at acceptable levels of service (LOS D or better for all movements) with the addition of the school traffic. The two proposed site driveways on 94th Street are also anticipated to operate at acceptable levels of service (LOS B or better for all movements). On-site circulation and site access were also evaluated for the proposed school and found to be satisfactory with the provision that the northern site driveway be restricted to exit only.

Staff Comments/Concerns:

- Staff recommends that the following modifications be made to the site to enhance site access and on-site circulation:
 - Designate the existing northern driveway on 94th Street as egress only.
 - Restrict the use of parking spaces along the main access aisles during school operation to eliminate conflicts between vehicles utilizing the drop-off area and vehicles making parking maneuvers.
 - Provide pedestrian connections from the parking area to the building entrances.
- The school should be required to install “Do not enter” signs at the northern driveway on 94th Street.
- The school should secure an off-site parking area to accommodate the special events that typically occur at these schools – open houses, performances, etc.

7-UP-2003
Desert Vista Church Charter School

Attachment #8. Citizen Involvement

This attachment is on file at the City of
Scottsdale Current Planning office,
7447 E Indian School Road, Suite 105.



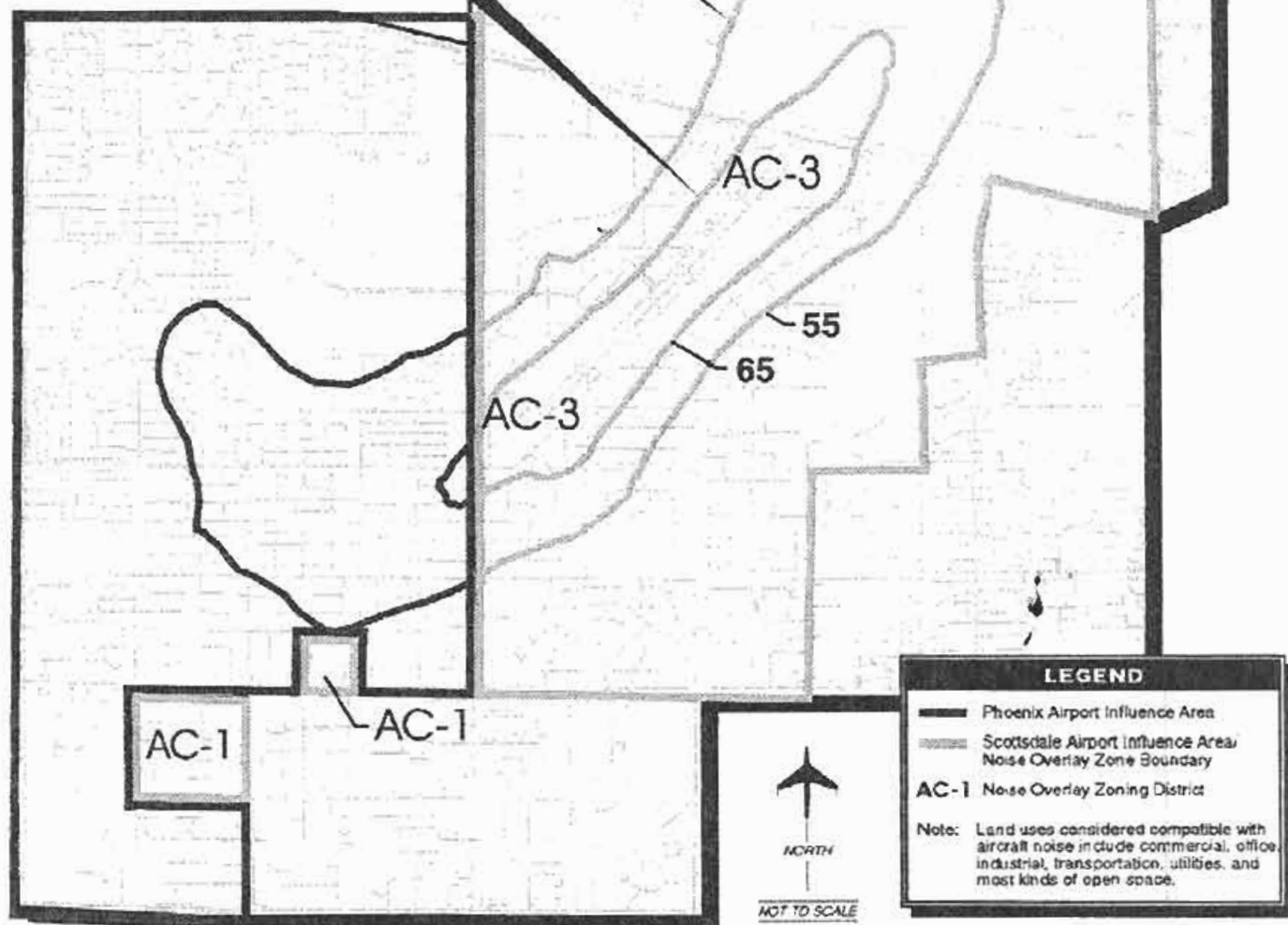
SCOTTSDALE AIRPORT AREA DEVELOPMENT - NOISE AREAS

INSTRUCTIONS: Proposed development in the airport influence area is required to conform with the noise compatibility measures shown. Please contact Scottsdale Airport Administration at 480-312-2321 for information on noise disclosure, aviation easements and soundproofing.

**AC-1: AIRPORT
INFLUENCE AREA-**
Disclosure for all new
development.

**AC-2: 55+ DNL NOISE
CONTOUR -** Aviation
easement, soundproofing

**AC-3: 65+ DNL NOISE
CONTOUR -** Land use
restrictions.



[illegible]

Category	Value
Operating Expenses	\$1,000,000
Depreciation	\$200,000
Amortization	\$100,000
Interest Expense	\$150,000
Income Tax Expense	\$150,000
Other Expenses	\$50,000
Operating Income	\$1,000,000
Non-Operating Income	\$100,000
Income Before Taxes	\$1,100,000
Income Tax Expense	\$220,000
Net Income	\$880,000
Preferred Dividends	\$100,000
Common Dividends	\$780,000
Retained Earnings	\$100,000

[illegible]

VICINITY MAP



Unit	Frequency	Amplitude
1	100	10
2	200	20
3	300	30
4	400	40
5	500	50
6	600	60
7	700	70
8	800	80
9	900	90
10	1000	100

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CASE NO. 02-FA-2002

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JUNE 16, 2003

7-LP-2003